TO: Examiner Jamara A. Franklin
US Patent Office, Washington, DC

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FROM: Paul A. Firestone 88 Central Park West, NY, NY 10023

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RE: Application # 09/635,624
Filing Date: August 10, 2000

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Dear Examiner Franklin

Please find attached my response of the inherent differences between

US Patent # 6,052,068 by Price R.W et al, dated April 18, 2000

Vehicle Identification System

And the US Patent Application: **System and Method for Collecting Road
Use Fees**

Application# 09/635,624, Dated August 10, 2000.

Thank you for your time and consideration.

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Patent #6,052,068, **Vehicle Identification Syst m** states that there must be a police car manned by a live police officer acting as interrogator, sending signals to a single vehicle (in a group of vehicles) which has been equipped with a plurality of attached tags. The tag receives signals and responds from either of its two sections, which comprise: (1) a memory section for the storage of data; and (2) a transceiver for receiving and transmitting message responses. If it has paid a toll, a barrier gate opens to allow the vehicle to enter and park.

In Patent Application, **System and Method for Collecting Road Use Fees**, all vehicles, not simply a selected one, can be scanned immediately by either an **actively moving** (manned) or **stationary-passive** (unmanned) scanning reader. There is no stop or interruption to any traffic flow as is likely in the above-described **Vehicle Identification System.**

In the **System and Method for Collecting Road Use Fee** the stationary or moving scanner (which may be hand-held or mounted on any moving vehicle) reads a simple **BAR CODE VIN,** which represents and identifies the vehicle; it is an inexpensive plastic bar code sheet without transceiver or electronic components. The unique, identifying VIN is attached to its respective vehicle in several designated places. The scanned **BAR CODE VIN** is relayed to the data bank where road-use data is processed for monetary charges according to a specific fee schedule for uses of bridges, tunnels, highways or on-street parking spaces. Using this system, all impedimenta, like moveable gates (as in the Vehicle **Identification System** drawing), parking meters and tollbooths, are eliminated.

The **VIN BAR CODES** cannot fail to function as may occur with the expensive transceiver equipment in the **Vehicle Identification System.** In the **VIN BAR CODE** system no personnel have the capability of adding or subtracting or tampering with the money fees charged to the identified vehicle as is possible in the **Vehicle Identification System.**

In order for the **Vehicle Identification System** to collect fees, since it acts as a tollbooth adjunct or replacement, a police car must be stationed at every possible toll barrier to verify authorization of payment. With the police car's need to verify each car as it passes, this system would create a more serious traffic back-up than exists with the current tollbooth collection system.

The Patent Application **System and Method for Collecting Road Use Fees** *—which eliminates all obstructionist tollbooth and lift-barrier-gates* - **provides** a state or single municipality opportunity for legal and justifiable revenue for new infrastructure and highways. It may opt to utilize only the stationary reader-scanner at bridge and tunnel entrances and exits where hitherto no plaza was available to install tollbooths and utilization has been free. Or it may decide to utilize the proposed active moving-scanner fee collection system for parking and inner-city confluence, which will tend to inhibit heavy urban traffic and eliminate the unfair parking meter system, vulnerable to coin-box theft and the fallibility of salaried meter maids. Commercial and non-commercial vehicle road use fees can provide a great source of revenue for new highways, tunnels and bridges and the instant Patent Application **SYSTEM AND METHOD FOR COLLECTING ROAD USE FEES** is a unique, reliable and simple method for fee collection that can readily replace **EZ PASS**.